

Herald Auto Pathfinders in Columbia Six Speed Through Harvest Fields to Hagerstown, Md.

PARTY DERIDES HOODOO OF 13

Country Traversed Rich
With Historical Spots
On Every Side.

SCENES PHOTOGRAPHED

Hagerstown Forms Richest
Agricultural Center in
West Maryland.

Any doubt which might have been hovering in the minds of The Herald's pathfinding party over the outcome of the thirteenth automobile tour in the series was driven to the four winds when the handsome Columbia Six touring car rolled up in front of The Herald office on one of those cool mornings last week. After viewing the car which was to carry the party on what some might have called the "hoodoo run" of the series, the pathfinders decided that they could scorn the old superstition of the "unlucky thirteen" and set their minds free of prospective trouble over a run which was to take them to Hagerstown, Md., perhaps the richest railroad and manufacturing center of Western Maryland, and situated in the heart of a country replete with history in the country's early life.

In the party were William S. Carr, of the George C. Rice Auto Co., 1327 H street northwest, distributors of Columbia Six touring cars, and the official camera pathfinder, and The Herald's automotive editor.

It was just 10 o'clock when the party left The Herald office, and it was decided to take a very fine, but little used route to Rockville. The car proceeded to Tenth street northwest, north along this thoroughfare to Vermont avenue to its intersection with Florida avenue, north along this thoroughfare for two blocks to Sherman avenue, right proceeding to New Hampshire avenue, thence to Georgia avenue. Proceeding along this highway of egress from the city, the motorist will meet at Buchanan street with a newly-laid concrete street which will give temptation to try out the speed of the car. Motorists are warned that District motorcycle police are ever watchful here, and should restrain themselves until well past the District line.

The ride out this avenue carries the motorist through a historical section of the District, past the famous Fort Stevens where Lincoln stood under fire during the defense of Washington against the forces of Gen. Early. The battleground cemetery, where lay the unknown dead who paid the sacrifice during this fight, is on the right hand. On the left at the street car junction is the Walter Reed Army General Hospital, where in the modern war are being nursed back to health.

With the speedometer reading 6.2 the motorist is cautioned. This road is followed straight to Rockville. Caution should be exercised

in crossing the steam railroad tracks at Silver Spring, the first Maryland settlement passed. Then the party passed through Sligo, Woodside and Forest Glen, at which latter place the National Park Seminary is located. At 9.9 miles the summer home of the Christ Child Society, where little children are taken for a vacation and given all the pleasures of a life in the open, is passed. At the 10.4 mile mark the road turns right and is continued to Norbeck, 15.7 miles, where a hard left turn is made onto the road which carries the party to Rockville.

Just after the turn the motorist will see a tall brick tower which indicates the Maryland town of Rockville. This road is one of the best in the State, but care should be taken in taking the two long hills leading into and out of deep valleys as there are several very sharp turns.

After crossing the railroad tracks in Rockville, proceed straight past the stores on the right until the main street is reached just north of the fair grounds. Then turn right, following the trolley tracks, until the office of the light company is reached. Then turn hard right onto the Old Trail with its red, white and blue markers on the telegraph poles. Here the pathfinding party settled back to enjoy the easy riding on the soft cushions of the Columbia Six, and prepared to admire the scenes through this rich farming country. This part of the tour was covered in the twelfth tour of the series. However, the motorist should be told to guard his driving carefully and not undertake to stir up the dust as soon as he gets outside of the town of Gaithersburg as the concrete road here has a number of very deep holes caused by breaks in the concrete. Failure to heed this caution may mean a broken spring or other trouble. These ruts will round out Middlebrook hill is climbed. This is the hill which

begins just after crossing the bridge over the great Seneca branch, outside of Gaithersburg.

Warning should again be given of the sharp left turn at Damascus and again the hard left turn at Ridgeville where this road joins the Baltimore pike to Frederick. When the motorist reaches the party decides to stop for a dinner with host Dixon at the Wayside Inn. Well-filled with rich, fried chicken and all the decorations the party resumes its run to Boonsboro where a turn was made on the last tour to the Antietam battlefield.

During the run to this point the Columbia was given a real test of its mountain-climbing abilities, as Braddock Heights must be crossed and also the historically famous South Mountain. And it was at these points that the Columbia demonstrated that superabundance of vitality which left no doubts in the minds of the pathfinders that the unlucky thirteen was passed with that car to which a blizzard, bog or mountain is nothing more than a pleasant drive in the city.

In Middletown the party stops to view the house where Rutherford B. Hayes, who later became President of the United States, was nursed back to health following the battle of South Mountain.

During the ride from Middletown the party is given a treat to a view of some of the richest farming country in Maryland. Large fields thick with shocks of golden wheat are seen on every hand, and now and then the chugging of an engine may be heard. A look into the fields shows a traction engine turning the wheels of a big threshing machine, separating the kernels from the straw. If the wind is right you may get, as the pathfinders say, a shower of chaff from the threshers' blower, and also an inhale of the fresh straw odor. Here and there, too, may be seen a fine view of the rolling hills of Funksburg. A glance at the speed-



PATHFINDING, AS THE CAMERA VIEWS IT.

1. Policeman W. H. Reinold, of the Hagerstown traffic squad, caught as he halted an unwelcome motorist passing through the center of the square instead of around the rails.
2. "Columbia, the Gem of the Highway," paused for a picture at the dangerous turn of the road on the down grade west of Braddock Heights, showing the impressive skull and cross-bones on the high stone wall, which means everything of the possible dangers which enter the mind of the motorist.
3. Miss Hazel Jones of the "Horn o' the Lane" on South Mountain, who holds forth drink to the passing motorists and provides for them means of filling their steaming radiators at the mountain-side spring.
4. Dr. F. A. Rice and attorney L. G. Schooley of Cleveland, Ohio, and party paused on the mountainside for a refreshing drink of spring water.

ometer on the handsome instrument board of the car show it at the 80.5 mark. Slowing down in respect to the Maryland speed laws, 'tis well for the party, for, at the 80.8 mark of the road comes to an abrupt end.

To continue the trip to Hagerstown the motorist must make another sharp turn to the left, proceeding straight through the town, following the trolley tracks. The run through the town brings mileage to 81.8, when a sharp turn to right is made, following the trolley tracks. Just after this turn is passed the car approaches a large stone bridge, typical of this section of Maryland. It provides a crossing for Antietam Creek, and a halt is made for the party to get a view of the beautiful foliage which lines both banks of the stream.

A lone boatman, in a flat-bottomed rig, floats in midstream, holding fast to a fishing line. Not even a hail from the party as to his luck with the line has any effect on the summer lethargy in which he seems to have dropped.

Crossing the bridge slowly, owing to the narrow passageway which is shared by the trolley tracks, the fine road again tempts the helmsman and speed is made for the destination. The entrance into the city is followed until East Baltimore street is reached when a half turn to the left is made, following this thoroughfare to South Potomac street. Turning right brings the party to the public square in the center of the town. There will be found Hagerstown's lone crossing policeman and something different in the way of "go go" contrivances. The "go" and "stop" are painted on the top of an umbrella, the whole top turning when W. H. Reinold, who was occupying the stand of power when The Herald party passed, wants the traffic to go in one direction or the other. The circle is fenced off in the center with iron railing and motorists should keep toward the curb, rounding it in the same manner as is required in rounding circles in the District. The motorist also is warned not to attempt to turn around in any of the business streets. To do so per-

haps will run him afoul of the town regulations. The run must be continued around the block.

It is just 2 o'clock when the town is reached. The party parked the car and started for a tour of the town afoot. Hagerstown has a population of 27,000, and is of considerable importance as a manufacturing and railroad city. It is, perhaps, the busiest town in this section of the State. The surrounding country is historically interesting. Old Fort Frederick, a pioneer frontier fortification, is twelve miles west of the town. The famous Mason and Dixon line is four and a half miles north of the town. The south is the Potomac River and West Virginia. During the civil war Hagerstown was an important base of operations.

An hour in the town and the party decides to begin the return trip. Settling back on the luxurious cushions, and with the mapping completed the party heads out of the town through Frederick street, again to enjoy the fresh breezes and again drink in the beautiful scenery.

When Boonsboro is again reached Jack spies an important looking monument in front of the town park and calls for a stop while he adds to his photographic collection a picture of the handsome marble and bronze monument erected by the citizens of this town to the memory of boys of that hamlet who served during the war with Germany.

All during the run back, as on the trip west, the party is greeted by many motor parties from all parts of the country, heading to and from the National Capital. Half way up the long incline on the lee side of South Mountain the car is brought to a stop at the mountain spring where a chat is indulged in with a party of several motorists who have halted to get a cooling drink from the spring and to replenish their

TRIP FINISHED IN NINE HOURS

Covers 170 Miles of Beautiful Farming Territory in Maryland.

NEW ROUTE CHOSEN

Automobile Shows Unusual
Aptitude for Climbing
Mountain Roads.

radiators after a long climb up the mountain side.

Here little Miss Hazel Jones holds forth over the spring with bucket and cup and generously hands it to the thirsty motorists. Jack insists that she lives just "at the turn of the lane" on the mountain side in the little settlement which the motorist will observe there. Jack insists on getting a picture of this helpful little girl, who is a blessing to the motorist who happens along without cup from which to drink the cool waters or bucket to fill the steaming radiators.

Beautiful little mountain girl she is. She requires not a little bit of coaxing on the part of the pathfinding party to stand before the myriads of cameras. Jack is a master. Not a few moments of pleading and a shining coin pressed into her hand enables Jack to get the necessary pose for a snap.

The touring party was composed of Dr. F. A. Rice and L. G. Schooley, an attorney, of Cleveland, Ohio, and their families, heading for the Maine coast by way of Washington, D. C. The party is dressed in serviceable khaki, and some of the women in the party have banded the hampering dress of custom for the khaki slippers of freedom and service. They told an interesting story of camping in the rains on the mountain tops and of car repairs which only a motor tourist enthusiast can appreciate.

After completing the climb to the mountain summit and the coast down the windward side, another chance is given to test the real speed of the Columbia, and it displays the soundness of its construction as it glides like a gust of wind over the smooth roadway, displaying that vitality which marks it as a success among the leaders in its class.

Reaching Rockville again the party essays to make the return to the city by way of Bethesda, Bradley Lane, to Connecticut avenue.

The speed of its Continental motor and the easiness of its springs make velvety riding of this stretch of road, which is somewhat bumpy due to the heavy truck traffic from the west which it is compelled to support, and bring the party to The Herald office as the hands of the clock were just turning up to 7, completing a run of 170 miles in nine hours and twenty minutes, with an average speed for the trip of 18.9 miles per hour.

Maryland Road Commission Announces Detours Necessary

The Maryland State Road Commission has announced the following detours, made necessary by road construction and repairs:

Garrett County—Oakland to Crellin—The main road from Oakland toward Crellin. Bear to left (1.3) turn sharp to right (2.3) and gain concrete road under construction (2.5). Follow same into Crellin. Length of detour 2.4 miles. Condition, fair.

Washington County—Hancock to Warfordsburg Road—Turn into Brooks avenue from Main street, Hancock. Turn right (0.1) into High street. Turn left (0.2) into the Baptist Church road. Turn sharp left (1.7) and keep straight ahead to the Pennsylvania State highway. Turn right into same and follow to Warfordsburg. Length of detour 2.5 miles. Condition, dirt road in bad shape.

Frederick County—Between Lewis town and Creagerstown—Turn right from State road 8.3 miles from Frederick, follow county road to Utica Mills (1.4) turn sharp left and come back into regular route (2.8); thence to Creagerstown. Length of detour 2.4 miles. Condition, good.

Frederick County—Buckystown. Dickinson—Turn right from concrete road 3.7 miles south of Buckystown and Greenfield cross roads. Turn left (0.5) and (2.4) and gain at (2.9) in Tickville. Turn right (3.2) at which point you regain main highway to Dickinson. Length of detour 3.2 miles. Condition, good.

Carroll County—Westminster to New Windsor—Follow Uniontown road from Main street, Westminster, for a distance of 1.5 miles, turning left and regain the New Windsor road about one mile west of Avondale. Length of detour 3.5 miles. Condition, good.

Carroll County—Union Mills to Littlestown—Northbound traffic turn to left at Silver Run Church and follow county road 1.5 miles. Turn sharp right and regain main line (2.5) about (0.4) for the crossing of the Maryland-Pennsylvania line. Baltimore County, Reisterstown Toward Hanover, Pa.—Turn right from concrete road to Woodensburg and follow along main road for a distance of 2.5 miles, regaining Hanover pike 2.6 miles north of point of leaving same. Condition, good. Length of detour 2.6 miles. Condition, good.

Howard County, Clarksville to Highland—This road has been opened to traffic due to the contractor being unable to obtain material. Notice will be given when

Bolivia Promised Land of U. S. Oil Supply, It Seems

Imports of crude oil and gasoline promise to meet the fuel situation permanently.

South America, especially Bolivia, is opening up as the promised land of oil supply. The United States is drawing heavily on imports now. The total gallons of gasoline imported during the first third of 1920 were 11,927,024 gallons, according to Bureau of Mines reports. This was an increase of over 4,800,000 gallons in imports over the same period of the preceding year.

The gain in imports indicates a larger world production, which is in keeping with the gain in the American field. The average daily margin of domestic production over domestic consumption was 2,800,000 gallons in April, as shown by the Bureau of Mines figures. Exports were heavier than the imports; nevertheless at the end of the month the reserve stocks of gasoline totaled 64,552,644 gallons or 17,169,598 gallons more than the preceding month.

The fields of the United States could alone meet the domestic demand for from ten to fifteen years, even if no new deposits were discovered.

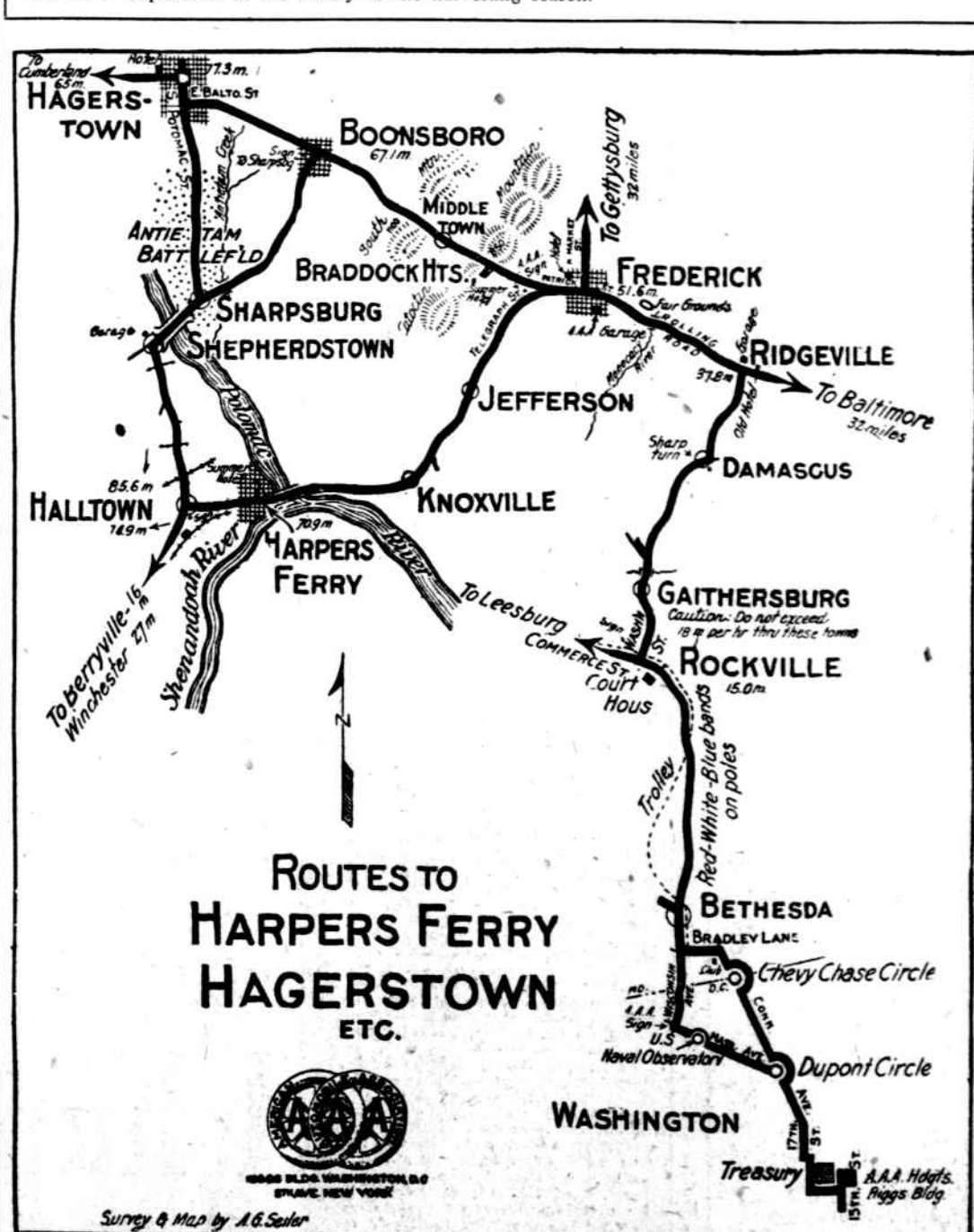
Chesapeake Bay Ferry Service Is Inaugurated

Motorists contemplating using the ferry service to reach the lower peninsula of Maryland, across the Chesapeake Bay, will have at their disposal by Wednesday of this week a new ferry service to be inaugurated by the Baltimore and Eastern Shore Ferry Line, Inc. The only ferry service now for automobiles contemplating touring this territory is that from Annapolis to Claiborne.

Use of the ferry cuts a number of miles off the trip to Lewes, Del., Rehoboth Beach, Ocean City and other points in this territory. Rates on the existing routes have been increased, according to information received by the American Automobile Association here, and the facilities for handling a large number of automobiles are not sufficient, it is said.

The new route will cross the bay at its narrowest point, running from Bay Shore to Rock Hall. The announcement of the company says it has been delayed in inaugurating the service on account of inability to obtain the boats from the ship yards. The first boat will be placed in service between tomorrow and Wednesday, and will make three or four trips a day. In about three weeks the second vessel will be placed in commission, when not less than six round trips a day will be maintained. Tentative schedules call for the first boat to leave at 7:30 a. m. and the last at 6:30 p. m.

HAGERSTOWN, the busiest town of Western Maryland, was the destination of the Herald pathfinders on the thirteenth tour of the series, via Frederick, Middletown, Boonsboro and Funksburg, a round trip tour of 170 miles, and consuming nine hours. The route is over one of the best roads in the State of Maryland, a feeder to the West, and through a country historical on all sides and resplendent in the beauty of the harvesting season.



Storage Battery Mounting. If the storage battery is not secured tightly in its place, the vibration and jolts of ordinary travel may very possibly break some of the jars.

Oil Spring Shackles. Rust often clogs the small vents of the spring shackles and keeps out the oil. By using common kerosene occasionally, these holes can be kept open.

Use New Tires. It is a good plan to carry a used tire as a spare and use the newly purchased one. For a new tire held as a spare is a temptation to the tire thief.

Motor Cars a Necessity, Not Luxury, Says Banker

E. C. Stokes, former governor of New Jersey, who is now president of the Mechanics' National Bank of Trenton, N. J., a member of the Federal reserve system, has written the following letter to the United and Globe Rubber Company, of Trenton, N. J., as to his views on the automobile industry.

"As a banker interested in the prosperity of the country and the necessary maintenance and development of an industry that furnishes employment and wages and thus promotes the general welfare of the masses, I beg leave to call your attention to the reported action of some of the Federal reserve banks in classing automobiles as non-essentials in the extension of credit. "It might be well to call the attention of the banking fraternity to the importance of the automobile, not only as a factor in the necessary transportation facilities of the country, but as a contributor to one of the largest of our industries and a promoter of the happiness and morals of our people.

"It is a mooted question whether the automobile industry stands second or third in the country. If all the parts in connection therewith are included, it ranks second. What individual banker has a right to say, therefore, that an industry which by the common judgment of the people of this country has attained such proportions in our industrial life is a non-essential? Burke said you cannot indict a whole people. No banking fraternity or government has a right to say an industry of such size as the automobile industry based upon the needs and requirements of the public, is unnecessary and therefore unworthy of credit.

"The automobile is of immense value to the nation as a promoter of the spirit of contentment and as an effective suppressor of the spirit of unrest. No owner of an automobile even though it is a pleasure car who is able to enjoy its use for his family or his friends, is likely to become a bolshevik or a communist. He foregoes the continuation of things as they are because he has a means of happiness in his own possession, and therefore is against any upheaval of the present social order.

"Next to the church there is no factor in American life that does so much for the morale of the public as does the automobile. Formerly the pleasures of life divided the family. The intense mechanical strain undergone by the rear axle calls for the most scrupulous watching to keep it in condition. This is the center of intense mechanical activity, carrying all the pushes and pulls and jolts and jars of the whole car. The car owner should therefore guard against any rear axle trouble. The safest way is to have the axle examined by an expert as soon as slight trouble develops.

ROAD'S SLOPE WEARS TIRES

Those on Left Side Last Longer Because of This.

The fact that tires on the right-hand side of a car wear out faster in proportion than those on the left-hand side often puzzles motorists. The popular supposition that this wear is caused by turning many corners to the right is incorrect. The fact is that the increased wear is actually caused by the pitch of the road which throws more of the car on the right side than on the left—than is gutter wear and abrasion from grinding off and on pavements. The slope of the road causes the right rear tire to carry more weight than the left rear tire. Thus the right rear wears the faster of the two. The right front also, according to Miller Tire and Tube Experts, will wear more rapidly than the left front for the same reason. However, as the left rear wheel receives a driving pull while the right front does not, it will wear the faster of the two. Under average conditions the right rear tire wears out first and the left front last. To secure uniform wear from a set of tires, change them around about once a month. Particularly is it important to rotate the rear tires. After the rear tires are worn down reverse them with the front.